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The Catholic Encyclopaedia. Vol. VIII. Pp. xv, 800. Price, \$6.00. New York: Robert Appleton Company, 1910.

The new volumes of this important reference work upon all subjects pertaining to Catholicism are appearing with gratifying regularity. The eighth, dealing with topics from Infamy to Lapparent inclusive, maintains the high standard of the earlier ones referred to in these reviews, *THE ANNALS*, Vol. XXXV, Pp. 738-740. Among the articles of especial historical interest in the present one may be mentioned the biographies of the various popes named Innocent, the discussions under Inquisition, Investiture and *Kulturkampf*, and the articles dealing with Ireland, Italy and Japan, in which the civilization and religious conditions receive full treatment. The statistics given in connection with these latter articles are of much interest and value, especially those giving the distribution of the Irish in various lands and the numbers and condition of the Italians in America. The subjects of Interest, Labour and Land Tenure are of value to the economist, though the treatment of the first of these is brief and unsatisfactory so far as it relates to the Church's prohibition of all exaction of interest on loans during the Middle Ages and even in later times. We are, however, promised a fuller treatment of this in a future volume, under Usury. To many, the articles on various books of the Bible will appeal as showing the attitude of Catholic scholars on matters of higher criticism. As an illustration of the candor with which some of these articles have been prepared may be cited the one on I and II Kings, where the author, though rejecting the views of those critics who deny the complete historicity of these books, yet states his adversaries' conclusions so fairly that the thoughtful reader is as likely to agree with the critics as to accept the refutation of their views given in the article.

A. C. HOWLAND.

University of Pennsylvania.

Coman, Katharine. *The Industrial History of the United States*. Pp. xvii, 461. Price, \$1.60. New York: Macmillan Company, 1910.

This is a new and revised edition of a work first issued in 1905. Besides considerable remodeling of the first edition by the omission, transfer, and addition of paragraphs and sections, the present edition has been augmented by the expansion of one of the former chapters into two, and, to quote the author, "a final chapter on the conservation of our national resources has been added to this edition in the hope of making evident the transcendent importance of the interests involved." For the assistance of teachers, suggestions for supplementary reading and for class discussion are given in an appendix.

The revision of this text will undoubtedly add to its popularity and value. The tendency in modern thought to separate "agriculture" from "industry" has been wisely neglected by the author, and while one would naturally not expect to find the former considered in a volume with the present title, it is a pleasure to find that agriculture is not only given a place in "industry," but its history and importance to economic life are

justly emphasized. Hence, in a measure, the final chapter on "Conservation," admirably sums up the present status of the problem relating to our natural resources of every kind which have been exploited in the past with such thoughtless prodigality. There is scarcely a problem considered in this final chapter the history of which cannot be traced more or less clearly throughout the volume, and particularly those relating to our agricultural resources.

While, therefore, the text has been improved by revision for the use of teachers and students, it is equally valuable to the industrial worker, the agriculturist, and the general reader. It places concisely before the reader the many economic and social problems which our industrial history has bequeathed to the present and future generations for their solution.

JAMES B. MORMAN.

Department of Agriculture, Washington, D. C.

Curwood, J. O. *The Great Lakes.* Pp. xvi, 227. Price, \$3.50. New York: G. P. Putnam's Sons, 1909.

Among the "American Waterways" none have played a greater part in the history and development of the country than have the Great Lakes. In the wanderings of early explorers and pioneers, in the struggle for possession of the territory about their shores, and in the tremendous growth of inland commerce, these lakes have attained great prominence. Each of these phases of lake history is a fascinating story in itself; all three are covered in this volume.

The first part of the book is devoted to the lakes of the present day, especially from the standpoint of their shipping and commerce: the ships themselves; the lake traffic, with chief commodities and shipping points. For anyone who has never been in the lake region, this part of the volume reads like a novel. Few among those familiar with lake activities will fail to find here a word picture making vivid a magnitude of operations only half realized before.

There are, however, occasional questions of fact with which the reviewer takes issue, as for example, the statement that a ship yard in Detroit employing 3,000 men is "the largest in America," and the placing of the available ore supply of the Lake Superior region more than a billion tons too low. In the light of all the evidence at hand it is extremely questionable whether "hundreds of millions of bushels of wheat raised in the Canadian west" will move over the lake route. It is hard to agree with the author's opinion that the vast iron and steel industries of Pittsburgh will move to Buffalo and that the latter city is destined to become the greatest manufacturing city in North America. Why, in discussing the great prospects of Buffalo and Duluth in the future steel industry, Gary, Indiana, gets no mention at all, even as a possible rival, is difficult to explain. Finally, the assertion that Duluth and Superior "will head the ports of the world probably for all time to come," is as absurd as to say that Duluth is to become a great manufacturing center because the St. Louis Falls offer electrical power